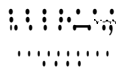


APPENDIX N



ESTABLISHING, SUSPENDING, AND CANCELLING CHANNELS

1. Once approved, the requirement is passed to HQ AMC TACC/TRK for implementation.

a. Requests for establishment of an AMC channel must include the following:

- (1) Type of channel service required (frequency or requirements).
- (2) Required start date of service.
- (3) Rationale for needing AMC channel service instead of other types of service.
- (4) Total monthly movement requirements (for both passengers and cargo, if requesting a “mixed” channel).
- (5) Other appropriate information to help evaluate the request, such as out-sized payload requirement, e.g., any coordination with other DoD Components which has been accomplished.
- (6) For frequency channels, the designated agency will be responsible for any frequency under-utilization charges which could arise.

b. USTRANSCOM will ensure other affected DoD Components’ requirements over the proposed channel are obtained and considered, and request AMC determine the following:

- (1) Proposed operating concept.
- (2) Adequacy of support resources at proposed ports of embarkation and debarkation.
- (3) Diplomatic, political, and country clearance considerations, as appropriate.
- (4) Impact on existing AMC channel structure.
- (5) Impact on Defense Business Operation Fund-Transportation (DBOF-T) to include: cost to revenue expectations based on forecasted movements and comments relating to the DBOF-T deficit when AMC allowable cabin load (ACL) standards are not obtained.
- (6) For proposed frequency channels, a projection of under-utilization charges, if any, based on forecast requirements.

c. Channel validators requesting suspension or cancellation of a channel must provide adequate information to permit evaluation by USTRANSCOM. Prior coordination with other DoD Component users of the channel is encouraged.

d. USTRANSCOM will notify the DoD Component validator and other affected agencies of the results of channel request actions to include:

(1) DBOF-T cost to revenue expectations (new channels).

(2) Approval/disapproval of request, or proposed alternatives, with rationale.

(3) Instruction to HQ AMC TACC/TRK to take appropriate action to start/stop channel operation and make appropriate publication changes.

2. AMC and MTMC play an important role in channel management. Required actions include:

a. Upon approval of a channel, AMC will develop and forward proposed tariff rates for the approved channel to USTRANSCOM/TCJ8 for subsequent submission to the Office of the Under Secretary of Defense, Contracting, USD(C), in OSD for approval. Until proposed tariff rates are approved, charges are determined according to AFR 76-11, U S Government Rate Tariffs, and AFR 76-28, Non-U.S. Government Rate Tariffs.

b. Annually, HQ AMC TACC/TRK will prepare and distribute a channel sequence listing of all channels. This listing will be distributed not later than 1 September and contain the minimum information below. Changes (message or electronic media) will be published as required.

(1) Channel code,

(2) Channel name (including identification of APOE and APOD)

(3) Type of traffic authorized for movement over the channels, i.e., cargo, passenger, or aeromedical evacuation patient.

(4) Tariff rates.

(5) Indication of type of channel, frequency or requirements, and frequency of service if a frequency channel.

(6) Identification of the Service or theater validator of the channel.

c. HQ AMC TACC/TRK, in coordination with MTMC/MTOP-CM, will provide periodic reports (minimum quarterly) to USTRANSCOM and channel validators, summarizing passenger utilization and cost-to-revenue (by channel) information. MTMC/MTOP-CM will ensure all channels are reviewed annually and advise USTRANSCOM of those which have not had significant movement for six (6) consecutive months. HQ AMC TACC/TRK will identify those frequency channels what do not meet ACL utilization standards and report findings to MTMC/MTOP-CM and USTRANSCOM. USTRANSCOM will use channel utilization and cost-to-revenue information, along with costs associated with contract cancellations and mission cancellations, to coordinate with appropriate DoD Components regarding the continued need for service on inefficient channels.

3. Actual movement of passengers on specific missions is completed based on passenger priority. Figure 103-3 outlines passenger priorities.